

Evening Telegraph

Is published every afternoon (Sundays excepted) at No. 108 S. Third street, Price, Three Cents Per Copy (Double Sheet), or Eighteen Cents Per Week, payable to the Carrier, and mailed to Subscribers out of the city at Nine Dollars Per Annum; One Dollar and Fifty Cents for Two Months, invariably in advance for the period ordered.

To insure the insertion of advertisements in all of our Editions, they must be forwarded to our office not later than 10 o'clock each Morning.

WEDNESDAY, MARCH 7, 1866.

The Fenian Meeting.

The Fenian Brotherhood had a grand meeting in front of the State House last evening. There was a great deal of enthusiasm, of course, as there always is in a promiscuous crowd of people who are excited by music and torches and banners, and noisy declarations about liberty, and all that. O'MAHONY was on hand, and made a speech full of warm invective to the Irish in America; to come forward with their money in defense of Irish nationality; and by way of enforcing his appeal, he declared that there were three hundred thousand Irishmen in Ireland fully organized, armed and equipped for the fray. Some other speaker, however, put the number much lower; and in view of these contradictory statements it is hard to ascertain what the truth is.

The first orator on the occasion, however, who took precedence even of O'MAHONY, was Mr. GEORGE FRANCIS TRAIN, whose utterances are always full of sound and fury. GEORGE was, as usual, very much down on Great Britain, and pitched into her Government and people. GEORGE FRANCIS, in one of his wildest flights of fancy, exclaimed, "England is dying—let her die!" and a little while after, he expressed his belief that the bonds of the Irish Republic were worth more to-day than the bonds of England! This sort of romancing is not, we should think, fitted to inspire much confidence and sympathy among rational persons in the Fenian enterprise, though the employment of GEORGE FRANCIS TRAIN was entirely in harmony with the gross want of discretion with which the Fenian engineers of the movement in this country have generally acted. If Irishmen here choose, with their eyes open, to give their money into the keeping of the O'MAHONYS and ROBERTSSES and SWEENEYS, and take in exchange for it the bonds of a republic which has no existence save in the heated imagination of enthusiasts, and which is not likely to have any other, they have a right to so dispose of it; yet no sincere friend of the Irish cause can witness without sorrow so worse than wasteful a disposition of treasure that might, if wisely directed and applied, be made instrumental in doing so much for the real prosperity, happiness, and independence of the Fenians on the other side of the ocean.

We have said that, in our judgment at least, the present effort to emancipate Ireland cannot possibly succeed under such auspices as now inspire and control it. And those who, secretly knowing the desperate character of the enterprise, deliberately tell the Irish people in America that the cause is certain of success, and only requires Irish money and Irish soldiers, are guilty of a great wrong, and are, indeed, the foes and not the true friends of the Irish race. Mr. TRAIN must have been well aware that he was merely asserting a huge hyperbole when he said last night that President JOHNSON was a Head Centre of the Fenians, and that LOUIS NAPOLEON was another. This may have been very rhetorical and impressive, but it was very foolish, as was the other suggestion of the same brain, to wit, that the American people should foster the cause of Mr. O'MAHONY, STEVENS & Company, by refusing to send any man to Congress "who is not pledged to Irish nationality."

In short, we are of the opinion that the meeting last evening was altogether an exceedingly ill-managed and, in some respects, ridiculous affair, and that it is fitted to hurt much more than benefit the Fenian movement.

AN ERRONEOUS STATEMENT.—Some days ago a paragraph appeared in THE EVENING TELEGRAPH in reference to the visit of Major-General J. A. HARDEE, Inspector-General and A. G. Major-General D. H. RUCKER, and Colonel A. I. PERRY, intimating that the object of their coming was to investigate the affairs of this Department. We are now in possession of facts unknown to us then, that these gentlemen are here solely upon official business, and are not charged with any secret service. Their business is simply to inspect the present frame buildings at the Gray's Ferry Arsenal, and report whether or not it would be advisable to substitute brick ones. As the former statement may have done injustice to certain gentlemen lately connected with this military department, it gives us great pleasure to make a proper statement of the facts of the case.

AID FROM ENGLAND.—The scriptural injunction to "cast bread upon the waters, and it will return after many days" is proved true by the fact that a benevolent association in Birmingham, England, has already sent to this country money and goods amounting to the aggregate of about \$10,000, to be devoted to the aid of destitute freedmen in the South. For years past no cry of distress among the overtasked operatives of Great Britain has been unheard in this country, and many a ship load of provisions have been sent by our benevolent citizens to aid the starving men and women thrown out of employment by the vicissitudes of business. Now that the tide of charity which so long flowed towards Europe is ebbing back, and the great charities of this country

are being returned in kind, it is gratifying to know that the human heart beats evenly all over the globe, and that there is never any repudiation of debts of gratitude.

PROTECTION TO WOOL-GROWERS.—Mr. GRINNELL, of Iowa, in a very fine speech recently delivered in Congress, entered fully into the subject of the importance of the growth and production of wool.

We have never paid that attention to this subject which it deserves. England has understood the matter better, and is therefore in control of a line of business which ought to have been entirely our own. We have in the far West a territory admirably adapted to the raising of sheep; and with proper Governmental encouragement thousands of earnest farmers would gladly devote their attention to the production of the finer qualities of wool. Under existing laws it will not pay, and for this reason every shrewd agriculturist prefers the more lucrative business of raising mules, etc. If Congress would act intelligently on this matter, the United States in five years would have the monopoly in the wool trade of the world.

DARING ROBBERY IN A BANK.

A Package Containing Over \$3000 Snatched from the Teller's Desk in the Broadway Bank—The Thief Arrested and the Money Recovered.

Mr. James Rowe, residing at No. 758 Third avenue, went to the Broadway Bank, situated on the corner of Broadway and Park place, yesterday afternoon, about 5 o'clock, for the purpose of making a deposit. He carried with him two packages of United States Treasury and national currency notes, containing the sum of \$3727.24. After reaching the receiving teller's desk, Mr. Rowe had the packages on the ledge near the wooden hole of the teller, and proceeded to count his money before handing it over to the clerk. As he stood thus engaged he noticed a man standing near him, but presuming that it was one of the bank customers waiting his turn, he took no slight heed to the circumstances. Scarcely a minute, however, had elapsed when Mr. Rowe felt some one gently pushing an arm under his own, and at the same time saw a hand suddenly close upon one of the packages of bills, containing \$2287.22, and quickly remove it from its resting place.

Before any attempt could be made to secure the audacious thief he had gained the hall leading to the outer door, but before he got to the entrance of the bank the owner of the stolen money caught him by the coat, just as the robber was in the act of slipping the coveted package into the breast-pocket of his coat. Seeing that he was fairly caught, the thief dropped the package on the floor, and with a desperate effort succeeded in breaking for the door. A hue and cry, however, followed him, and he was immediately secured by a number of citizens, chancing to pass the bank at the moment, and was brought back into the bank.

He was then turned over to Officer Fontenell, of the Broadway squad, who conveyed him to the Tombs Police Court, before Justice Hogan. On his arrival there the accused was immediately recognized as George Gardner alias "Dutch Heinrich," a well-known "grab thief," who has been often arraigned on similar charges. Mr. Rowe making the necessary affidavit, the prisoner was committed for trial without bail. Gardner is presumed to have intended seizing the entire sum in the possession of Mr. Rowe. The prisoner was released over a year ago on a charge of having had a hand in the abstraction of two bags of gold, containing the sum of \$10,000, from the desk in the Bank of Commerce, which robbery was effected in a similar manner to the one now recorded. Half the gold was found in Gardner's possession, but he was released through the interposition of counsel and the restoration of the missing \$5000. Gardner was subsequently arrested by the police and sent to Philadelphia on a charge of stealing \$5000 from a gentleman in that city in a somewhat similar manner. He managed to escape conviction at that time and was set at liberty. In the present instance, however, there is no money to be restored, and it is likely that the prisoner will not escape conviction.—N. Y. Times.

FRAUDS ON THE INTERNAL REVENUE.

Considerable excitement has for several days prevailed among the lager beer manufacturers of the thirty-sixth and New York and Brooklyn, in consequence of rumors which have been circulated that the returns of sales, upon which the taxes are collected, have been suspected by the assessors of inaccuracy. It is now undoubted, from recent discoveries, that extensive frauds have been committed by the Government, and the authorities are preparing to institute a most searching and rigid inquiry. In the First and Second Districts investigations are being vigorously prosecuted, and in the latter several have been concluded, the facts establishing, beyond all doubt, that the returns made by the brewers were grossly incorrect.

The Second District embraces nearly all the Brooklyn manufacturers, twenty-four out of the thirty larger brewers being included under its supervision. Some of these have large breweries, selling in the summer ten or twelve hundred barrels a month, but the sales of the greater number average only a hundred, but sometimes descend as low as thirty barrels a month. Every month, before the 10th, they have to furnish a return to the authorities, making an oath that it is a true one, of their business for the preceding month, giving the number of barrels manufactured, the number sold, and the quantity of malt which they have put into their mash-tubs. The one dollar a barrel is then assessed on the quantity sold. For some time the assessor of the Second District has suspected that the returns were considerably below the proper amount. Some of the manufacturers made returns which, in correct form, would allow them no reasonable chance of securing a profit, or even defraying expenses and the cost of labor. In place, however, of their exhibiting any signs of pecuniary embarrassment, or discomfiture, they continued to live as usual, and made investments in real-estate and railroad stock besides. The assessor, after a careful consideration of such a singular mystery, formed an opinion that a closer examination of it would be both entertaining and instructive. Two or three of the most marked cases were investigated, and the result has been such as to induce the authorities to inquire carefully into the returns of every manufacturer in Brooklyn.

There is scarcely room for doubt but that for the last three or four years the returns given in have been little more than half the proper amount. Of course this involves the use of circumstances that a large number of reputable citizens have performed themselves to evade their share of the national burdens. The pains and penalties to be inflicted are in a great measure left to the discretion of the Assessor, but they nominally amount to the absolute forfeiture of the promises and business effects of the offending party. The extreme punishment is, however, but seldom exacted, and the Assessor generally recommends to the Commissioner of Internal Revenue such mitigation of the penalty as may seem to equitably settle the matter. Should the indicted person dispute the justice of the Assessor's judgment, they can carry the case to the United States Court.

In the Second District information has been collected which will lead to the detection of several frauds. One investigation "takes place to-morrow at Newtown, Orange county, Long Island. In another case, the cartman's delivery book has fallen into the hands of the Assessor, and this satisfactorily proves that the sales were very greatly in excess of the certified amount, on which the taxes have been collected.—N. Y. World.

RAILROADS ON BROAD STREET.

Reply Before the Committee on Law, of Councils, to the Remonstrance of the Owners of Property and Persons Engaged in Business on Broad Street, Against the Bill for the Removal of the Railroad Tracks from the said Street and Improvements.

To the first cause of protest, viz.:—Because, upon the petition of any ten citizens, owning property on Broad street, anywhere between Germantown and League Island, the city is imperatively required to remove the rails, we answer:—That in the bill now before the committee and Councils, no such petition of ten citizens is required.

To the second cause of protest, viz.:—"Because the parties urging the passage of this bill are understood to be interested in the race-course at the lower end of the city, and in property far north of the railroad tracks at the upper end of the city," we answer:—That the persons urging the recommendation by Councils of the enactment of this bill into a law by the Legislature are citizens of Philadelphia, owners of property upon Broad and other streets, interested alike in the business, prosperity, and adornment of the city, and whose names will not suffer by an comparison with those of the remonstrants. Believing that the business carried on in Broad street by such of the remonstrants as required switches into the premises owned or rented by them might be done as successfully for themselves, and certainly with more advantage to the city, upon Pennsylvania avenue, Willow street, Market street, Prime street, and Ninth street, and on the west side of the Schuylkill river, they also felt that there was but one such avenue in the city as Broad street, and that it ought without hesitation to be cheerfully given up by the railroad companies for improvement, and their rails removed for the benefit, use, and enjoyment of this entire community, whose ungrudging hands had accorded to them so many valuable rights and privileges upon other thoroughfares. Of the scope and advantage of Broad street for improvement by the erection of public buildings, private residences, and for stores for business purposes, each citizen may judge for himself. Of the advantage and profit thereby to the city, by a general enhancement of the value of property along its most central portion and contiguous thereto, we may safely trust to the integrity and candor of Councils, whose duty and wish it is to legislate for the general good, and whether the removal of the railroad tracks and other obstructions therefrom would secure such increase of value of property and consequent profit to the city is scarcely to be doubted. The motives which have influenced our action in behalf of the bill before Councils may be best inferred from the manner in which it has been introduced to your attention—full publicity has been given and desired, and the committee well know that all suggestions made in a spirit of fairness and accord with the objects to be attained, have been willingly adopted. And it is with no little regret that we find among the remonstrants names of some gentlemen and firms, whose well-known liberality, public spirit, and pride in all other measures promotive of the advantage and adornment of the city, should in this most laudable and popular enterprise be used for its defeat rather than its encouragement.

The removal of the rails from Broad street is not a new matter. Public attention has for years been called to it, and its approval given. It has spoken through the Select and Common Councils, who, in 1863, passed an ordinance, still unrevoked, for the removal of the City Railroad tracks. The spirit of opposition which then resisted the enforcement of the ordinance, and succeeded by a decision of a bare majority of the Judges of the Supreme Court, to which it appealed, is still unwilling to permit the city and the people to accomplish the end, when it is proposed to be accomplished in the manner indicated by the court, viz., by compensation for the appropriation of their easements, etc.—compensation which, by the terms of the bill before you, is to be made by the contributions of private citizens. And until that is so made the rails must still remain upon the street. It might not be amiss for the remonstrants to examine the class of the improvements on the street below and above the railroad tracks, and compare them with those between Prime street and Willow; certainly no better evidence, we think, exists to prove the necessity for and propriety of the removal of the cause of this difference in value and appearance. The witnesses are mute, but truthful.

To the third.—"That the signers hereto are a large majority of the persons owning property and doing business in Broad street, between Washington street, on the south, and Spring Garden street, on the north," we answer:—There appear to be about one hundred remonstrants, all claiming to be persons owning property and doing business on Broad street. Classified, they are about as follows:—Say thirty dealers in coal; three lumber dealers; forty-five produce, commission, and other business, a number of whom have no switch into their warehouses, and consequently no use for the tracks; and say twenty-two clerks, laborers, and persons not owners of property, or doing business on the street, and whose names are not in the directory. Of these one hundred remonstrants, fifteen are the owners of lots representing 938 feet front!

Within two days we are able to obtain and present to your committee the bona fide names of one hundred and eighty-two persons, owners of 26,396 feet front of property on the street, urging your favorable action in their behalf. Between Prime and Spring Garden streets, forty-three owners owning 3851 feet on the street are in favor of the removal of the rails. The assertion that the fifteen remonstrants constitute a majority of the owners of property, or that seventy-one persons doing business upon Broad street, between Prime and Spring Garden, are a majority, is not sustained by the facts, and must be to your committee, who are familiar with the length of this portion of the street, and cognizant that the number of owners and persons engaged in business are largely in excess of this number; some evidence of the wishes of the owners on this matter. We unhesitatingly

venture the opinion, and in which the knowledge of the committee will, to some extent, bear us out, that if a careful poll were made, the number of feet front on Broad street in favor of the bill would be still more overwhelming, and of the assessed value of the property and improvements on the street, owned by the friends of the measure equally as overwhelming, while the residents daily experience the annoyance of the rails, and are unwilling and outraged witnesses to cruelty, abuse, and maltreatment of the animals attached to and drawing the cars, almost without exception.

To the fourth.—"There is the highest authority for asserting that the proposed ordinance, if passed, would be illegal," we answer:—That if an ordinance it could not be enforced for the removal of the City Railroad from Vine to South streets, or below; but under the decision of the Supreme Court in the case of Kerbaugh and Brannon and the Southwark Railroad (11 Wright's Reports), an ordinance requiring the removal of all switches from the main track upon the street into the coal yards and warehouses of the remonstrants could be enforced whenever enacted. And the same ordinance could require the connection of the Southwark Road with the City Road at South street to be severed. Thus Councils possess the power, whenever they may choose to exercise it, of rendering the coal-yards and warehouses on Broad street more productive of revenue to its treasury than now, and the main tracks practically useless—leaving rust and decay to effect what the ordinance of 1863 failed to do. We freely acknowledge the hardship and inconvenience which some of the remonstrants would suffer from any hasty or unreasonably short action under the bill in removing the rails and interfering with their business before locations could be obtained elsewhere. Councils have not abused their power thus far, and if animated by the spirit which enacted the ordinance of 1863, should insist upon the remonstrants indicating say one or at most two years to be given them before the rails be removed. Certainly, if they are not prepared to make any fair and conciliatory suggestions not injurious to the purpose of the bill, they, so few in number, should not be longer permitted to stand in the way of the wishes of the whole community, of the best interests of the city, and of the anxious desire of hundreds of their neighbors to enjoy and profit by the removal of a nuisance which has depreciated their property and been a source of great personal discomfort. However, this is not a "proposed ordinance," but a proposed act of the Legislature, for which the approval of Councils is asked. It is submitted that if the law be passed it will be able to accomplish what it proposes.

To the fifth.—"The expense of the proposed removal, if made, would be enormous, and that it is not right to place in the hands of any ten men that can be found interested in suburban property on Broad street, the power of compelling the city to incur such expense for their private advantage," we answer:—The expense to the city may at best be the cost of macadamizing or improving the intersection of streets, only a portion of which need be done, say twenty-five or thirty feet of the centre, no such provision of ten men having the power to compel the city to incur expense exists in the proposed act.

To the sixth.—"That their property will be decreased in value by the removal of the railroads and tracks, and the consequent removal of business from the street," we answer:—That this is only the opinion of the remonstrants, sincere, it may be; but have fifteen owners, with the aid of seventy-one tenants, the right, from mere apprehension of such results, to persist in keeping a public highway forever obstructed, and so large a portion of its extent useless for all but their own purposes, against the already expressed opinion of Councils in the ordinance of 1863, and those who have for years and do now earnestly advocate a restoration of the street to its original and legitimate uses?

REPLY TO THE PROTEST OF CITIZENS OF PHILADELPHIA NOT OWNERS OF PROPERTY ON BROAD STREET, OR DOING BUSINESS THEREON.

To the first reason of protest, as viz.:—"1st. That they believe the maintenance of the railroad upon Broad street to be alike necessary and desirable; that by its coal is distributed to families in the southern part of the city, at an average of seventy-five cents per ton cheaper than it could be done by any other means," we answer:—That against the three hundred and seventy citizens who believe that the railroad tracks on Broad street ought to be maintained, we offer the following:—

"The undersigned, not owners of property, but engaged in business on Broad street, but having a knowledge of and interest in the general business, welfare, and improvement of the city, and conversant with the wishes of the citizens, respectfully represent to your honorable bodies that the improvement of Broad street and the removal of the railroad tracks, switches, and turnouts therefrom would be hailed as a public blessing, beneficial to the owners of property upon and contiguous to it—giving to the people one street for their own use, enjoyment, and recreation, free from the monopoly and legalized nuisance of corporations."

Signed by several thousands of our most prominent and well-known business firms, manufacturers, merchant, and citizens.

Also, the following resolutions, passed at a meeting of the members of the Franklin Hose Company, whose engine-house is located on Broad street, near Fitzwater. These resolutions speak for themselves:—

"Whereas, An earnest and determined effort is now being made to have the railroad tracks removed from Broad street, and that magnificent avenue restored to a condition to fit it for purposes of general public use and enjoyment by our citizens, as well as a grand parade ground for civic, military, and firemen's processions; therefore,

"Resolved, That as citizens anxious for the success of all enterprises that will enhance the beauty of Philadelphia, making it desirable alike as a place of residence and attractive as a place of sojourn, we recognize in the present effort for the improvement of Broad street such an enterprise as commands our encouragement and support.

"Resolved, That as firemen, both on duty and on parade, we have experienced the annoyance, danger, and destructive character of the rails, switches, and turnouts on Broad street, to such a degree that it has for a large portion of its length to be avoided; and believing that the necessity no longer exists for the maintenance of these nuisance and obstructions to the free use and enjoyment of the highway by the public, we pledge our hearty aid and co-operation to accomplish their removal.

"Resolved, That we respectfully urge upon the Select and Common Councils of the City of Philadelphia the approval of the proposed measure now before them to effect this end, and also upon our Senators and Representatives in the Legislature the enactment of the same into a law.

"Resolved, That we appeal to the various organizations composing the Fire Department of the City of Philadelphia, to unite in adopting such action in behalf of the improvement of Broad street as will secure to the public the unobstructed use of that street, and to the Fire Department a grand parade ground for its future displays."

The following fire companies thus far have responded to this appeal:—Shifler Hose, Southwark Hose and Engine, Vigilant Engine, Lafayette Hose, Resolution Hose, United States Engine, America Hose, Hand-in-Hand Engine, Kensington Hose, South Penn Hose, Independence Hose, Hope, Moyamensing, and Good Will Hose; and presented their petitions, signed by hundreds of their gallant and self-sacrificing members. These petitions read as follows:—

"As an earnest and determined effort is now being made to have the railroad track removed from Broad street, and that magnificent avenue restored to a condition to fit it for purposes of general public use and enjoyment by our citizens, as well as a grand parade ground for civic, military, and firemen's processions, we, the members of —, having, as firemen, both on duty and on parade, experienced the annoyance, danger, and destructive character of the rails, switches, and turnouts on Broad street, to such a degree that it has for a large portion of its length to be avoided; and believing that the necessity no longer exists for the maintenance of these nuisance and obstructions to the free use and enjoyment of the highway by the public, we pledge our hearty aid and co-operation to accomplish their removal, and respectfully urge upon the Select and Common Councils of the City of Philadelphia the approval of the proposed measure now before them to effect this end, and also upon our Senators and Representatives in the Legislature the enactment of the same into a law."

All these surely may be considered as an indication of the popular wish upon the question of removal of the rails on Broad street.

To the assertion contained in the first reason of these three hundred and seventy citizens, "that by it (the Broad Street Railroad) coal is distributed to families in the southern part of the city at an average of seventy-five cents per ton cheaper than it could be done by any other means," is so startling that we may well pause to look at some of the names of these citizens who make it. The word of many of them, in this community, is as good as their bond; and as the statement was made in legible print over their own names as a reason why the almost universal wish in favor of this, our enterprise, should be denied, it should, in justice to themselves and to us, be susceptible of some proof. They have failed to give a fact or figure to sustain it, and we now deny it, and give you the reason and figures, which we challenge them to controvert. The cost of delivering a four-wheel car of coal, containing five tons of coal, on Prime street, below Broad, via Junction Railroad and via Broad street, is as follows:—

Rate via Junction Railroad to Prime street, below Broad street:—  
Per eight-wheel car, eleven tons.....\$78  
Fees to yard..... 50  
Eight-wheel car..... 358

Four-wheel car..... 179-179

Rate via Broad street:—  
Per eight-wheel car, eleven tons.....\$80  
Tolls on Broad street..... 32  
Difference between rates on Reading road to Belmont, and to Broad and Calowhill, ten cents per ton, or fifty cents per four-wheel car..... 150

Difference in favor of Broad street, per four-wheel car, of five tons per car..... 17

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Or 3-4 cents per ton more by the railroad connection on west side of Schuylkill to Prime, below Broad, than by way of Pennsylvania avenue and Broad street, to the same point. Thus we have the coal delivered on Prime street, below Broad, by another route than Broad street, at an increase in cost of 3-4 cents per ton. This higher cost is due to two causes—1st. The very low and inadequate rate of toll on the City Road; and 2d. To the unimproved condition of the Junction Railroad. Coal is delivered from the yards to the consumer's residence at any reasonable distance, say ten, fifteen, or twenty squares, free of cost. This fact is too familiar to you all to need proof, that no consumer pays for delivery of his coal, and as Prime street extends from river to river, what portion of the southern limits of the city within ten, fifteen, or twenty squares north or south of Prime street, would the dealer thereon refuse to deliver coal to his customers free of cost? How then, is this coal to cost families in the southern portion of the city seventy-five cents per ton more if the Broad Street Railroad is removed?.....

The statement, then, of these three hundred and seventy citizens is so extraordinary and so wide of what official figures show, that we cannot undertake to extricate them from the position in which they have thus placed themselves. They have used it to defeat a commendable enterprise, and to prevent their neighbors, friends, and fellow-citizens who own over twenty-seven thousand feet front on Broad street, (nearly five miles of its length and improved portion), which for years they have struggled to relieve from the depressing influence of the railroad nuisance and obstruction on Broad street. Which of us are most worthy of your consideration and belief?

To the 2d reason, viz.:—"By it our city has a cheap and expeditious mode of distributing grain, lumber, iron, and other articles, necessary to comfort and subsistence," we answer:—That by the railroad connections on the west side of the Schuylkill, the grain, flour, produce, and iron of the South and West come over Gray's Ferry bridge, Pennsylvania Railroad bridge, along Prime street into warehouses on that street, and the grain into the elevator at the foot of Prime street, on the Delaware, and from here is delivered to city consumers, as the coal is, or into vessels in the Delaware river, and with the proposed extension of the Southwark Railroad from Prime street, along Swanson street to Dock street, directly into warehouses on the Delaware front. By the same connection traffic from the South and West comes over Market street bridge into warehouses on Market street, and delivered in like manner to the city consumers. Thus the railroad connections on the west side of the Schuylkill effect, with their connections with Prime street, Market street, and Willow street, as a cheap and expeditious mode of distribution, all and more than the Broad street connections. An examination of any recent map of the city, showing these connections, will more clearly indicate the soundness of these statements. We apprehend that the peculiar phraseology of their second reason of protest was designed to create the impression that the Broad street road was the only cheap and expeditious mode of distribution. We have shown you, however, that another and better as cheap and more expeditious mode of distribution exists on the west side of Schuylkill

with its connections; and what sound reason exists that it shall not be made to serve that purpose, and thus relieve Broad street, and by restoring it to its legitimate use, increase the city revenue, enhance the value of the city property upon the street, and restore to the 27,000 feet frontage upon it the advantage it has so long been deprived of? We assert, without fear of contradiction, that depots for produce, flour, and fuel can be established at convenient points between the Schuylkill and Delaware, on Pennsylvania avenue, Willow street, and Prime street, which will bring the distributing points for those articles more convenient to the public than has ever existed. The effect of such locations on those streets, and their removal from Broad street, will be to enhance the value of property on each, and afford to remote portions of the city the advantages of a more general and cheap distribution of these necessities to comfort and subsistence.

To the third and fourth causes of protest, as viz.:—"3d. That if it were removed, the amount of carting through and across the city would be very largely increased, crowding the streets and taxing the consumers unnecessarily.

"4th. That they believe that it will involve the city in a very heavy expenditure of money." We answer:—That they are as absurd and unbusinesslike as the others are selfish and ungenerous. Asking your committee to remember that no improvements looking to the general welfare and comfort were ever suggested that did not meet with just such objections and narrow opposition from some respectable and intelligent portions of the community, we may cite the difficulties attending the introduction of gas, water, steam fire-engines, city passenger rail-ways, Fairmount Park, and of consolidation of the city.

Advertisement for Willcox & Gibbs Sewing Machine Co. featuring various models like the 'Singer' and 'Mangle'.

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Hon. Winthrop W. Ketcham, Wilkes-Barre, Pa. Henry E. Wallace, Esq., No. 128 S. Sixth Street, Philadelphia. Thomas O. Webb, Esq., Deputy Prothonotary Court C. C., Philadelphia. Colonel William A. Leech, No. 128 S. Sixth Street, Philadelphia. Lewis Broomall, Esq., Philadelphia. E. H. Myers, Esq., Harrisburg, Pa. Edward A. Heitz, Esq., No. 305 N. Third Street, Philadelphia. Office, No. 28 S. THIRD STREET, Philadelphia, Pa.

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